



ANNUAL REPORT

OF THE

Detroit *and* Mackinac
Railway Company

INCLUDING

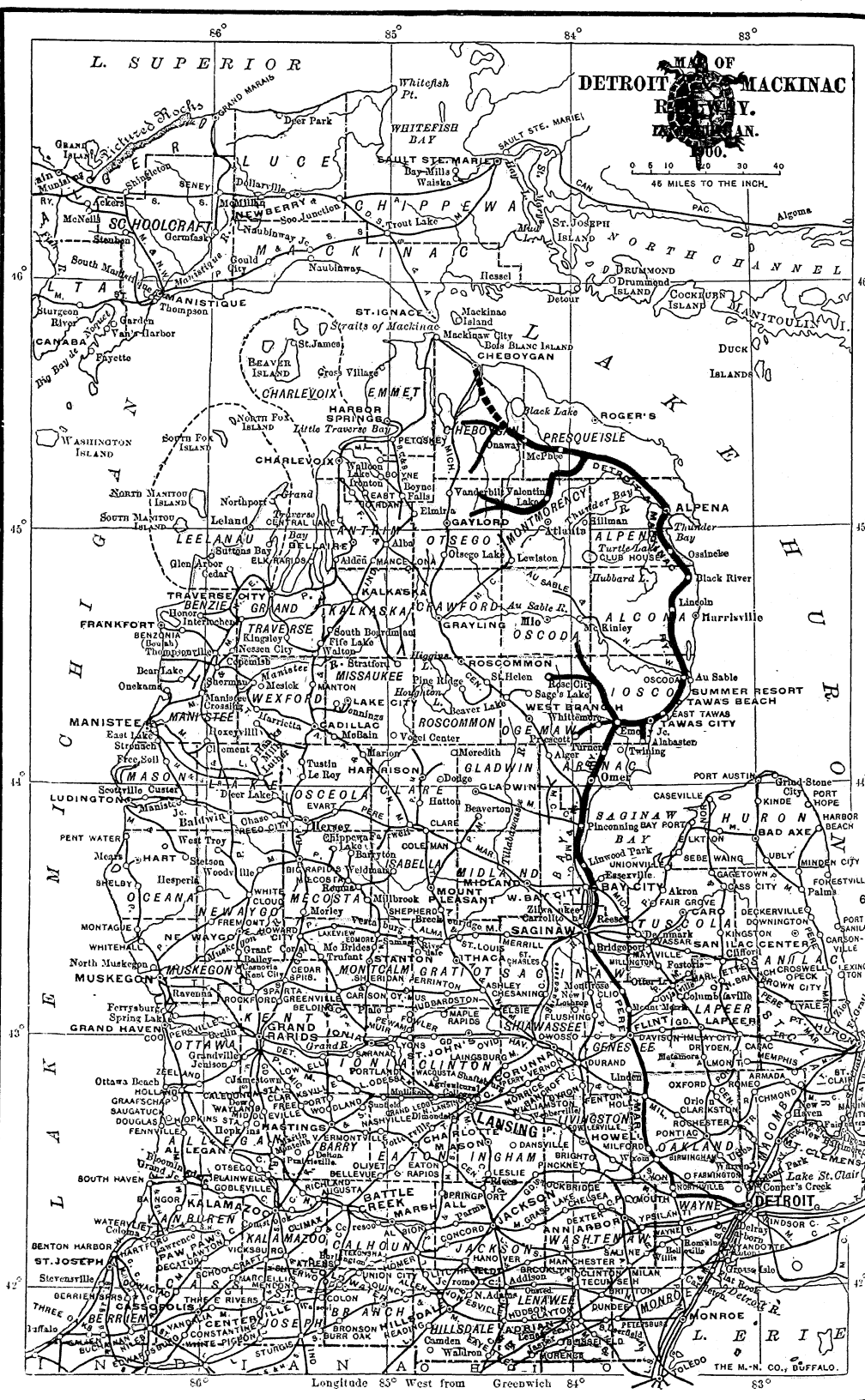
TRAFFIC REPORTS

OF THE ROAD

FOR THE

FISCAL YEAR ENDING

JUNE 30, 1900.



L. SUPERIOR

DETROIT MICHIGAN

0 5 10 20 30 40
45 MILES TO THE INCH.

Longitude 85° West from Greenwich 84° 83°

ANNUAL REPORT

OF THE

Detroit & Mackinac

Railway Company

INCLUDING

Traffic Reports of the Road

FOR THE

FISCAL YEAR ENDING

June 30th, 1900.



DIRECTORS AND OFFICERS

BOARD OF DIRECTORS

J. D. HAWKS.....	Detroit, Mich.
E. N. GIBBS	New York, N. Y.
CHARLES STEEL.....	New York, N. Y.
H. B. HOLLINS.....	New York, N. Y.
A. J. THOMAS	New York, N. Y.

OFFICERS

J. D. HAWKS.....	<i>President and General Manager, Detroit, Mich.</i>
GEORGE M. CROCKER.....	<i>V-Prest., Auditor and Pur. Agent, Detroit, Mich.</i>
A. H. GILLARD	<i>Secretary, 23 Wall Street, New York, N. Y.</i>
J. H. EMANUEL, Jr.	<i>Treasurer, 23 Wall Street, New York, N. Y.</i>
.....	<i>Chief Engineer</i>
C. W. LUCE.....	<i>General Superintendent, East Tawas, Mich.</i>
T. G. WINNETT.....	<i>G. F. and P. A., Bay City, Mich.</i>

General Office, No. 25 Peninsular Bank Building, DETROIT, MICH.

RESOLUTION OF THE BOARD OF
DIRECTORS ON THE
DEATH OF

C. H. COSTER, Esq.

which occurred in New York City on the 13th of March last,
the following Minute was adopted.

"In placing the record of the death of Chas. H. Coster upon the Minutes of this Board, we desire to record as well the expression of our sincere sorrow at his untimely death. In the prime of years and in the fulness of his great abilities, his death creates a void not only in the Board but in the Railroad and financial world, most difficult to fill.

His genius commanded our admiration and his integrity and courtesy excited our regard for him. In his death the Company sustains the loss of a guiding mind, and his associate Directors a personal friend and sagacious adviser."

DETROIT, MICH., OCTOBER 30, 1900.

REPORT OF THE GENERAL MANAGER.

To the Stockholders of the Detroit & Mackinac Ry.

GENTLEMEN :

The year ending June 30th, 1900, has been one of increased receipts in every branch of our business. Expenses are also largely increased, owing to the advance in price of all material used on the road and increase in wages and to certain betterments of the property, details of which are given below.

During the year there were added to our equipment two 60 ton locomotives, four passenger cars, one hundred and fifty 80,000 lb. capacity gondola cars, two caboose cars, and two road train cars, all equipped with air-brakes and automatic couplers. Part of this equipment is mentioned in the last report and having been delivered after June 30th, 1899. The equipment of the road being still insufficient, there was ordered during the fiscal year ending June 30th, 1900, one hundred and fifty 80,000 lb. capacity gondola cars, two 60 ton locomotives, which have been delivered since June 30th, 1900, and are also in commission. This new equipment has all been paid for as will appear in the next annual statement. Motive power and rolling stock has been kept in good condition. 179 Freight cars have been equipped with automatic couplers during the year. The 3000 tons of 70 lb. rail mentioned in last report was laid during the year in the main line. Owing to the fact that considerable of this rail was used for switches and yard-work, there still remains 4 miles of 56 lb. steel in main track between Bay City and Alpena, which will be replaced with heavier rail during the coming year. The rail taken out of main track has been used for the construction of logging branches as usual. $8\frac{1}{2}$ miles of road were built west from Black River, west of Onaway, for the immediate purpose of taking out logs and lumber. Part of this will be available for our extension to Cheboygan and Mackinaw, and in case we build across the country to Petoskey, the entire length will be available for such an extension. This branch has therefore been charged to betterments. Work on cutting down grades between Alpena and LaRocque, has been continued during the year, and with the work of similar nature done last year on this part of the road, which was originally a logging road, has enabled us to add 10 freight cars to the number of cars hauled in freight trains. This part of the road is now in condition to warrant the laying of heavier rail without danger of injuring the rail, and 70 lb. rail will gradually be substituted for the light rail, to a considerable extent during the coming year. 26-20/100 miles of new fences were built at places where required by the settling up of the country and by the increased raising of stock. 113,299 ties were used in renewals and the construction of branches.

A wooden bridge over the AuGres river was replaced with a steel span 30 ft. 6 in. in length. Light steel spans over the AuSable and Devil rivers were replaced with heavier spans. There are now no wooden bridges on the main line, and no wooden trestles of considerable length or height. The increased weight of cars and engines has added somewhat to the cost of keeping up the road bed and track, but they have been maintained up to the usual standard.

The number of passengers carried shows an increase of 48% over the previous year; with an increase in passenger revenue of \$60,105.68. This gratifying increase in the passenger business was largely owing to the success of efforts made to encourage the excursion business. The increased business done at our summer resort and excursion grounds at Tawas Beach being responsible for a large percentage of the increase. Linwood Park also did a good summer business.

The freight earnings which were \$1.47 per train mile the previous year were \$1.97 this year, show a gratifying increase, owing largely to our new equipment and the cutting down of grades. The gross earnings per train mile of all trains also increased from \$1.15 to \$1.57. The average number of freight cars in train was for previous year 23 and for this year 34, of which 12 were loaded in previous year and 18 loaded cars this year. The average tons of freight in train last year was 131, this year 189. In order to take care of this increased business especially north of Alpena, it has been considered advisable to build a new engine house, with 6 stalls, at Alpena, with a small shop attached, together with the necessary iron turn table and water tank, also to remodel the old yard. This was well under way at the end of the year.

No new coal mines were opened during the year on the road but the probabilities are that there will be additions made to those already running before long. Sufficient coal is now being mined in the Saginaw Valley to justify the erection of coal docks for water shipments. The company owns a long water front at North Bay City. It would be available for such purposes. The cement works at Alpena mentioned in last report have machinery in place and are practically ready to manufacture Portland Cement, having marl and limestone of a superior quality close at hand. Much work has been done looking towards the introduction of limestone from around Alpena and Omer into the various chemical manufactories at Bay City, Midland, Detroit and other places. With lime stone running from 94 to 98 per cent. carbonate of lime, it is only a question of time when a good market will be found for it throughout the state.

Yours very truly,

J. D. HAWKS,

President and General Manager.

The Audit Company

of New York.

J. D. HAWKS, Esq.,

President of the

DETROIT & MACKINAC RAILWAY CO.,

DETROIT, MICHIGAN.

DEAR SIR:—

We have made an audit of the books and accounts of the *Detroit & Mackinac Railway Company* for the fiscal year ending June 30th, 1900, and in accordance therewith, certify that the attached statements of Income Account, Profit and Loss Account, and the General Balance Sheet, are true exhibits of the results of the operation of the Company for the said fiscal year, and of its condition as of June 30th, 1900, as shown by said books and accounts.

THE AUDIT COMPANY

of New York.

(Signed)

A. W. DUNNING,

Western Manager.

(Signed)

Approved: THOMAS L. GREENE, Manager,

(Signed)

New York City.

Attest: F. J. HOWELL,

Western Secretary.

Chicago, September 6th, 1900.

MILEAGE OF DETROIT & MACKINAC RAILWAY

Main Line, Bay City to Tower.....	178.55
Rose City Branch, Emery Junction to Rose City.....	32.20
Prescott Branch, Emery Junction to Prescott.....	11.80
Valentine Lake Branch, La Rocque to Valentine Lake.....	25.70
Various Logging Branches and Spurs.....	76.83
TOTAL MILEAGE.....	325.08

LOGGING BRANCHES, SPURS AND SIDINGS

CONSTRUCTED DURING THE YEAR

West Bay City Sugar Co.—North Bay City.....	1.15
Cleveland Saw Mill and Lumber Co.—Cleveland Branch.....	1.00
S. G. M. Gates—South Branch.....	5.48
West Bay City Water Works—Near Kawkawlin.....	.71
Handy Bros.—Wenona Coal Mine Switch.....	.55
Fletcher Paper Co.—Fletcher's Dam.....	.57
Portland Cement Co.—Alpena.....	.63
Transfer Track—North Bay City.....	.28
Siding at Arn Station.....	.40
Siding at North Bay City.....	.40
Spur off of Cleveland Branch.....	.80
National Milling & Evaporating Co.—East Tawas.....	.28
Alger, Smith & Co.—Spur at Case.....	.39
Extension Cleveland Branch.....	2.00
Indian River Extension.....	8.50
Various Sidings for D. & M. Ry.....	1.80
Various Short Logging Branches.....	3.65
TOTAL.....	28.59

ADDITIONS TO PROPERTY

CHARGED TO OPERATING EXPENSES

Real Estate.....	\$4,644.76
Bridges	599.83
New Rail.....	48,219.02
New Fence	6,665.09
Crossings, Cattle Guards and Signs.....	540.00
Station Buildings	1,381.86
Shops, Roundhouse and Turntable.....	20,000.00
Shop Machinery and Tools	2,031.88
Water Stations	4,339.00
Miscellaneous Structures	5,483.35
TOTAL.....	\$93,904.79

CHARGED TO COST OF ROAD

Indian River Extension.....	29,055.60
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CHARGED TO EQUIPMENT

150—80,000 lb. capacity Coal Cars	78,584.58
1—Coach.....	2,242.58
2—Locomotives.....	18,120.00
TOTAL	\$98,947.16
TOTAL BETTERMENTS DURING YEAR..	<u>\$221,907.55</u>

CONDENSED GENERAL BALANCE SHEET

ASSETS

Cost of Road and Equipment	\$5,404,467.69
Real Estate.....	15,394.76
Material and Supplies.....	46,427.46
Due from Station Agents	26,670.57
Accounts Receivable.....	10,789.70
Traffic Balances.....	2,901.81
Insurance paid in advance.....	292.55
Cash deposited for Coupons, (per Contra).....	1,980.00
Cash on hand and in bank	71,663.10
Unadjusted Items.....	2,257.81
Cost of Rail Renewals in excess of fiscal year's proportion.....	59,506.13
	<u>\$5,642,351.58</u>

CONDENSED GENERAL BALANCE SHEET—Cont.**LIABILITIES**

Capital Stock	{ Preferred	\$ 150,000.00
	{ Common	2,000,000.00
Bonded Debt	{ First Lien Bonds	1,050,000.00
	{ Mortgage Bonds.....	2,000,000.00
Notes payable		5,000.00
Coupon Interest accrued, not due.....		10,166.67
Coupons unrepresented (per Contra)		1,980.00
Audited Vouchers, Pay-rolls and Accounts payable.....		66,534.52
Traffic Balances.....		6,560.12
Reserve for Taxes.....		13,064.39
Reserve for Improvements (New Shops).....		13,742.99
Profit and Loss.....		325,302.89
		<u>\$5,642,351.58</u>

PROFIT AND LOSS ACCOUNT**CREDITS**

Balance July 1st, 1899.....	\$216,653.52
Alpena Stores not included in Inventory June 30th, 1899..	416.44
Net Income for year ending June 30th, 1900	<u>131,463.99</u>
	<u>\$348,533.95</u>

DEBITS

Accrued Interest June 30th, 1899.....	\$10,166.67
Accrued Taxes January 1st, to June 30, 1899.....	<u>13,064.39</u>
	<u>\$23,231.06</u>
Balance to the Credit of Profit and Loss Acc't June 30, 1900.	<u>\$325,302.89</u>

BONDED DEBT

Class of Bonds	Amount Outstanding	INTEREST		Interest Accrued during year	Principle Due
		Rate	When Payable		
First Lien	1,050,000.00	4%	June and December	42,000.00	June 1, 1995
Mortgage	2,000,000.00	4%	June and December	80,000.00	June 1, 1995
	3,050,000.00			122,000.00	

**STATEMENT OF EARNINGS AND EXPENSES BY MONTHS FOR THE FISCAL YEAR
ENDING JUNE 30th, 1900.**

EARNINGS

EARNINGS	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APRIL	MAY	JUNE
Freight.....	\$13,906.28	\$56,472.51	\$47,027.47	\$34,276.85	\$33,805.64	\$32,486.48	\$44,815.17	\$52,909.30	\$64,137.03	\$64,939.80	\$65,676.05	\$68,920.09
Passenger.....	15,353.24	16,265.11	13,783.00	15,127.92	16,537.71	18,029.93	16,340.10	14,916.99	17,767.90	18,663.28	16,070.52	17,595.38
Mail.....	2,000.00	2,000.00	2,000.00	2,000.00	1,533.70	1,906.74	1,904.74	1,906.74	1,906.74	1,906.74	1,906.74	1,905.74
Express.....	202.76	332.03	339.13	323.34	278.54	308.30	315.16	313.77	292.92	645.91	370.20	290.65
Miscellaneous.	29.00	29.00	29.00	29.00	28.07	29.00	31.00	30.00	30.00	430.00	31.00	30.00
TOTAL.....	\$61,641.28	\$75,098.65	\$63,178.60	\$51,757.11	\$52,183.66	\$52,760.45	\$63,406.17	\$70,076.80	\$84,134.59	\$86,585.73	\$84,054.51	\$88,741.86

EXPENSES

EXPENSES	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APRIL	MAY	JUNE
Maint. Way & Structures	\$13,743.62	\$16,060.37	\$17,693.64	\$19,536.62	\$20,749.66	\$16,073.29	\$17,041.41	\$17,681.20	\$25,491.46	\$27,957.39	\$24,973.50	\$21,178.67
Maint. Equipment.....	5,146.36	6,219.84	4,663.81	5,355.69	4,739.95	4,611.80	6,547.29	6,099.22	6,482.34	6,450.24	5,734.68	7,360.53
Cond. Transportation..	17,832.34	19,787.75	17,821.77	15,642.27	15,432.26	15,479.49	17,789.42	19,808.74	21,469.29	22,131.68	21,651.68	22,682.56
General Expense.....	1,525.01	1,393.49	1,401.25	2,061.26	1,798.95	1,544.00	1,533.45	1,561.59	1,671.01	1,535.64	2,098.54	1,602.78
Taxes.....	1,554.00	1,554.21	1,660.44	1,658.06	1,354.60	1,278.35	1,693.99	1,990.66	2,498.00	2,511.58	4,029.26	3,520.47
TOTAL.....	\$39,801.33	\$45,115.66	43,240.91	\$44,153.90	\$44,075.42	\$38,986.93	\$44,605.56	\$47,141.41	\$57,612.10	\$60,589.53	\$58,487.66	\$56,345.01
Net Earnings	\$21,839.95	\$29,982.99	\$19,937.69	\$7,603.21	\$8,108.24	\$13,773.52	\$18,800.61	\$22,935.39	\$26,522.49	\$25,996.20	\$25,566.85	\$32,396.85
Prop. Exp. to Earnings	64.57 %	60.07 %	68.44 %	85.31 %	84.46 %	73.89 %	70.35 %	67.27 %	68.48 %	69.96 %	69.58 %	63.49 %

EARNINGS AND EXPENSES

EARNINGS

	1897 Amount	1897 Per Cent.	1898 Amount	1898 Per Cent.	1899 Amount	1899 Per Cent.	1900 Amount	1900 Per Cent.
Freight.....	298,945.56	73.51	347,281.93	72.13	445,645.11	74.10	609,462.67	73.11
Passenger.....	84,035.43	20.66	110,681.76	22.99	132,009.74	21.95	196,451.08	23.56
Mail.....	17,457.32	4.29	19,189.88	3.98	20,203.93	3.36	22,877.88	2.74
Express.....	1,960.20	.48	2,594.57	.54	2,935.20	.48	4,072.71	.49
Other Sources.....	4,283.19	1.06	1,719.76	.36	646.87	.11	755.07	.10
TOTALS.....	\$406,681.70	100%	\$481,467.90	100%	\$601,440.85	100%	\$833,619.41	100%

EXPENSES

Maint. of Ways and Structures..	102,572.32	33.66	88,011.06	28.92	145,444.52	36.59	238,180.83	42.94
“ of Equipment....	41,812.25	13.72	44,376.96	14.59	52,200.90	13.13	69,511.75	12.53
Conducting Transportation.....	137,635.30	45.16	155,679.01	51.17	181,923.01	45.76	227,432.25	40.98
General Expenses....	22,718.98	7.46	16,201.21	5.32	17,973.22	4.52	19,726.97	3.55
TOTALS.....	\$304,738.85	100%	\$304,268.24	100%	\$397,541.65	100%	\$554,851.80	100%
NET EARNINGS.....	\$101,942.85	25.07	\$177,199.66	36.80	\$203,899.20	33.90	278,767.61	

OPERATING EXPENSES

MAINTENANCE OF WAYS AND STRUCTURES

	1897	1898	1899	1900
Repairs of Roadway	44,782.21	55,779.74	80,228.75	126,207.19
Renewals of Rails	34,397.79	3,645.30	40,098.34	46,119.02
Renewals of Ties.....	8,542.75	8,690.29	11,368.15	20,477.85
Repairs and Renewals of Bridges and Culverts.....	2,651.06	2,448.93	3,647.57	4,917.42
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	4,160.91	3,870.37	3,446.76	9,948.96
Repairs and Renewals of Buildings and Fixtures..	2,521.80	2,505.76	5,543.49	28,848.96
Repairs and Renewals of Telegraph.....	1,387.79	1,390.33	1,052.82	1,619.47
Stationery and Printing	33.08	50.56	41.76	31.81
Other Expenses.....	4,094.93	9,629.78	16.88	10.99
TOTALS	\$102,572.32	\$88,011.06	\$145,444.52	\$238,180.83

OPERATING EXPENSES—Continued

MAINTENANCE OF EQUIPMENT

	1897	1898	1899	1900
Superintendence.....	2,340.00	2,340.00	2,376.30	2,463.35
Repairs and Renewals of Locomotives.....	14,923.13	15,943.44	19,078.26	21,621.09
Repairs and Renewals of Passenger Cars.....	3,151.15	3,071.80	5,167.53	7,564.13
Repairs and Renewals of Freight Cars.....	13,375.96	17,541.74	18,429.05	27,435.69
Repairs and Renewals of Work Cars.....	1,441.01	1,070.58	2,436.07	2,692.16
Repairs and Renewals of Shop Mach'y and Tools	1,817.40	1,138.40	1,065.70	3,299.41
Stationery and Printing.....	31.23	37.46	37.46	34.39
Other Expenses.....	4,732.37	3,233.54	3,610.53	4,401.53
TOTALS	\$41,812.25	\$44,376.96	\$52,200.90	\$69,511.75

CONDUCTING TRANSPORTATION

	1897	1898	1899	1900
Superintendence.....	10,110.34	9,470.12	10,408.56	11,709.27
Engine and Roundhouse Men.....	23,698.32	31,644.38	35,517.48	42,959.06
Fuel for Locomotives.....	36,327.59	35,392.90	39,211.61	53,119.79
Water Supply for Locomotives.....	2,215.73	2,453.13	2,614.61	3,531.69
Oil, Tallow and Waste for Locomotives.....	2,363.42	1,201.38	1,334.89	1,871.65
Other Supplies for Locomotives.....	405.20	430.72	359.36	763.31
Train Service.....	22,843.88	25,855.53	30,348.11	36,124.94
Train Supplies and Expenses.....	4,246.64	4,926.14	5,789.93	8,273.46
Switchmen, Flagmen and Watchmen.....	2,640.95	325.53	3,551.03	7,592.61
Telegraph Expenses.....	404.02	4,896.64	5,189.75	5,775.56
Station Service.....	14,716.32	14,649.97	19,646.35	25,730.17
Station Supplies.....	584.82	1,017.76	978.13	1,157.63
Switching Charges—Balance.....		3,848.50	5,531.00	7,045.50
Car Mileage—Balance.....	4,577.19	8,090.26	8,092.45	10,258.29
Hire of Equipment.....		242.05	493.60	201.75
Loss and Damage.....	2,266.29	1,570.15	2,880.30	2,582.68
Injuries to Persons.....	55.10	587.32	1,388.60	852.80
Clearing Wrecks.....	291.11	304.22	590.20	525.17
Advertising.....	475.34	1,638.25	761.50	610.82
Outside Agencies.....	103.90	285.37	370.48	335.77
Rents for Tracks, Yards and Terminals.....	1,555.00	2,165.00	2,029.00	2,093.63
Rents of Buildings and other Property.....		2,196.75	2,252.40	1,456.00
Stationery and Printing.....	2,061.12	1,922.54	2,491.22	2,809.17
Other Expenses.....	693.02	564.40	92.45	51.53
TOTALS	\$137,635.30	\$155,679.01	\$181,923.01	\$227,432.25

GENERAL EXPENSE

	1897	1898	1899	1900
Salaries of General Officers.....	10,000.00	9,999.93	10,000.00	11,499.87
Salaries of Clerks and Attendants.....	4,223.24	4,454.44	4,667.30	5,504.84
General Office Expenses and Supplies.....	2,832.97	429.61	745.18	548.52
Insurance.....	1,057.09	464.66	799.26	917.56
Law Expenses.....	1,108.08	74.60	853.90	192.90
Stationery and Printing.....	706.54	503.74	403.60	518.70
Other Expenses.....	2,791.06	274.23	503.98	544.58
TOTALS	22,718.98	16,201.21	17,973.22	19,726.97
GRAND TOTALS	\$304,738.85	\$304,268.24	\$397,541.65	\$554,851.80

PASSENGER STATISTICS

	1897	1898	1899	1900
No. of Passengers carried	87,944	112,111	143,889	213,021
No. of Passengers carried one mile 3,113,204		4,087,067	4,822,795	7,669,482
No. of Pass. carried 1 mile per mile of road..	10,931	13,891	15,472	23,592
Average distance each passenger carried	35.4	36.456	33.517	36
Total Passenger Revenue.....	\$83,215.96	\$109,504.78	\$130,543.18	\$193,646.86
Average amount received from each Pass....	94.624	97.675	90.725	90.905
Average receipts per Pass. per mile.....	02.673	02.679	02.706	02.525
Total Passenger earnings	103,452.95	132,466.21	155,148.87	223,401.67
Pass. earnings per mile of road.....	363.24.77	450 21.313	497.70.27	704.67
Pass. earnings per train mile.....	53.576	64.383	70.197	98.207

FREIGHT STATISTICS

No. Tons carried of freight earning revenue..	446,456	520,692	654,256	839,755
No. Tons carried one mile.....	18,081,468	21,712,856	39,187,972	52,409,110
No. Tons carried one mile per mile of road....	63,488	73,795	125,711	165,313
Average distance haul of one ton (miles).....	40.5	41.7	59.897	62.41
Total Freight Revenue	\$298,945.56	\$347,281.93	\$445,645.11	\$609,462.67
Average amt received for each ton of freight	66.96	66.696	68.115	72.576
Average receipt per ton per mile	01.653	01.599	01.137	01.163
Total Freight Earnings.....	298,945.56	347,281.93	445,645.11	609,462.67
Freight earnings per mile of road.....	1,049.66.84	1,180.30.768	1,429.58.685	1,922.41
Freight Earnings per train mile..	1.22.262	1.42.708	1.47.138	1.96.945

PASSENGER AND FREIGHT STATISTICS

Passenger and Freight Revenue	\$382,161.52	\$456,786.71	\$576,188.29	\$803,109.53
Pass. and Freight Revenue per mile of road...	1,341.85.927	1,552.48.176	1,848.35.688	2,533.47
Passenger and Freight earnings	402,398.51	479,748.14	600,793.98	832,864.34
Pass. and Freight Earnings per mile of road.	1,412.91.612	1,630.52.082	1,927.23.957	2,627.08
Gross earnings from operation ..	406,681.70	481,467.90	601,440.85	833,619.41
Gross earnings from operation per mile of road	1,427.95.54	1,636.36.577	1,929.36.475	2,629.47
Gross earnings from operation per train mile.	.92.933	1.07.208	1.14.801	1.57.008

OPERATING STATISTICS

Operating Expenses.....	\$304,738.85	\$304,268.24	\$397,541.65	\$554,851.80
Operating Expenses per mile of road.	1,070.01	1,034.11.698	1,281.69.137	1,750.15
Operating Expenses per train mile....	.69.866	.67.751	.75.882	1.04.504
Income from operation.....	101,942.85	177,199.66	203,899.20	278,767.61
Income from operation per mile of road....	357.94.54	602.24.878	654.08.912	879.31
Ratio of Expenses to Earnings..	.74.93	.63.20	.66.10	.68.56

TRAIN MILEAGE STATISTICS

	1897	1898	1899	1900
Miles run by Passenger trains	176,026	187,904	195,588	202,995
Miles run by Freight trains.....	193,306	189,828	226,582	230,000
Miles run by Mixed trains.....	68,276	71,364	101,727	97,945
Miles run by Construction and other trains.....	56,100	100,989	174,399	208,758
	<u>493,708</u>	<u>550,085</u>	<u>698,294</u>	<u>739,698</u>

FREIGHT TRAFFIC MOVEMENT

	1897		1898		1899		1900	
	Tons	Per Ct.	Tons	Per Ct.	Tons	Per Ct.	Tons	Per Ct.
PRODUCTS OF AGRICULTURE								
Grain	2,009	.45	3,618	.72	7,582	1.16	9,004	1.07
Flour.....	1,517	.34	2,651	.52	4,567	.70	4,003	.47
Other Mill Products.....	402	.09	2,001	.39	4,074	.62	3,370	.40
Hay	313	.07	494	.10	1,541	.24	3,156	.38
Tobacco			34		57		91	.01
Fruit and Vegetables.....	1,786	.40	5,189	1.00	3,455	.53	6,452	.77
PRODUCTS OF ANIMALS								
Live Stock.....	1,829	.41	1,525	.31	1,676	.26	1,952	.23
Dressed Meat.....	714	.16	608	.13	648	.10	860	.10
Other Packing House Products	1,250	.28	1,232	.26	1,040	.16	1,163	.14
Poultry, Game and Fish	224	.05	196	.01	454	.07	450	.05
Hides and Leather	1,562	.35	2,265	.45	3,258	.50	4,180	.50
Wool					20		31	
PRODUCTS OF MINES								
Anthracite Coal.....	1,217	.27	106	.02	9		2,695	.32
Bituminous Coal	3,650	.82	8,340	1.62	10,130	1.54	55,079	6.56
Stone, Sand and other like articles. ...	1,207	.27	1,260	.28	3,131	.48	9,534	1.14
Salt	848	.19	4,212	.84	1,697	.26	226	.03
PRODUCT OF FORESTS								
Lumber.....	28,171	6.31	25,782	4.52	44,878	6.86	51,506	6.13
Forest Products other than Lumber....	358,370	80.27	435,170	83.68	523,002	79.95	629,394	74.95
MANUFACTURES								
Petroleum and other Oils.....	1,117	.25	512	.10	947	.15	1,571	.19
Sugar.....			357	.07	828	.13	888	.11
Iron—Pig and Bloom	3,482	.78	424	.08	407	.06		
Other Iron and Machinery.....	2,947	.66	2,891	.68	5,121	.78	5,386	.64
Cement, Brick and Lime.....	2,009	.45	4,293	.86	4,482	.68	9,346	1.11
Agricultural Implements.....			305	.06	1,008	.15	1,025	.12
Wagons, Carriages, Tools, etc..			63	.01	217	.03	540	.06
Wine, Liquor and Beer.....	491	.11	278	.05	1,098	.17	1,665	.20
Household Goods and Furniture..	848	.19	988	.20	1,468	.22	1,766	.21
Other Manufactured Article...	3,036	.68						
MERCHANDISE								
MISCELLANEOUS—Other Commo-	27,457	6.15	14,138	2.70	22,952	3.51	34,215	4.07
dities not mentioned above.....			1,760	.34	4,509	.69	307	.04
TOTALS.....	446,456	100%	520,692	100%	654,256	100%	839,755	100%

PERFORMANCE OF LOCOMOTIVES

ENGINE MILEAGE

	1897	1898	1899	1900
Miles Passenger Trains.....	176.026	187.904	195.588	202.995
Miles Freight Trains.....	193.306	189.828	226.582	230.000
Miles Mixed Trains.....	68.276	71.364	101.725	97.945
Miles Construction and other Trains	56.100	100.989	174.399	208.758
Total Engine Miles	493.708	550.085	698.294	739.698

COST

Repairs of Engines.....	14,923.13	15,943.44	19,078.26	21,621.09
Engine Fuel.....	36,327.59	35,892.90	39,211.61	53,119.79
Oil, Waste and Tallow.....	348.45	1,201.38	1,334.89	1,871.55
Water Supply	2,215.73	2,453.13	2,614.61	3,531.69
Other Locomotive Supplies.....	405.20	430.72	359.36	763.31
Wages Engine & Roundhouse Men..	29,972.25	31,644.38	35,517.48	42,959.06
Total Cost	\$84,192.35	\$87,065.95	\$98,116.21	\$123,866.59
Average Cost per mile (cents)	17.053	15.828	14.051	16.746

AVERAGE NUMBER POUNDS COAL CONSUMED PER MILE

Passenger.....	36.426	40.00	40.00	44.99
Freight.....	81.122	106.56	100.09	142.78
Switching	40.008	46.01	57.61	57.99
Construction.....	80.000	90.23	62.72	62.04
Average all Classes	63.62	75.87	73.45	92.71

EQUIPMENT

LOCOMOTIVES

Passenger.....	9	
Freight.....	13	
Switching	1	
Total	—	23

PASSENGER CARS

First Class Cars.....	10	
Combination Cars.....	5	
Parlor Cars.....	1	
Baggage, Express and Postal Cars.....	3	
Total	—	19

FREIGHT CARS

Refrigerator Cars.....	3	
Box Cars.....	128	
Coal Cars.....	150	
Flat Cars.....	473	
Other Cars in Freight Service.....	273	
Total	—	1027

IN COMPANY'S SERVICE

Officers and Pay Cars ..	1	
Derrick Cars.....	1	
Caboose Cars.....	12	
Other Road Cars.....	12	
	—	26

Total Number of Engines owned	23
Total Number of Cars owned	1072

A GENERAL DESCRIPTION OF THE ROAD AND ITS SURROUNDINGS
AS SEEN THROUGH THE EYES OF A REPORTER IS HERE GIVEN,
AS PUBLISHED BY THE BAY CITY "TIMES PRESS" UN-
DER DATE OF TUESDAY EVENING, OCT. 2, 1900.

DETROIT & MACKINAC RY.

"Most important to Bay City of any of the railroads that center here is the Detroit & Mackinac, which opened up the rich and growing territory along the eastern shore of Michigan to Bay City traffic. The road is really an outgrowth and an extension of many old lumbering roads which formed together and rebuilt now make a complete and modern line of railroad from Bay City to Onaway with branches reaching Rose City, Prescott, McPhee and other adjacent points.

It was only five years ago that the road was completed to Alpena and through trains run to that city from Bay City, connecting here with the F. & P. M. for Saginaw and Detroit. Yet in that short space of time, towns and cities have been built up along its route, industries have been developed, timber lands have been opened to the lumbermen and the manufacturing and fertile agricultural districts have been brought under cultivation. The barren, bleak, tenantless eastern shore of Michigan has been converted into a flourishing and thriving territory, by the magic of easy transportation facilities.

By developing the farming, lumbering and manufacturing resources of this country, Bay City has been greatly benefited, as these cities and towns must now draw the bulk of their supplies from Bay City, which is the natural distributing point for northern Michigan. So it is that Bay City's trade with the eastern shore has increased many fold during the past five years.

Prominent among the towns reached by the D. & M. are Pinconning, a flourishing place of a thousand inhabitants near the bay, a thrifty manufacturing town. Omer, in Arenac county, is perhaps twice as large and is noted for the water power in the Rifle river which aids manufacturing. Though recently suffering severely from a disastrous fire, Omer will rise again from the ashes.

Twining and Turner are two of the new towns which have been built since the road was put through from Emery Junction. Both are now growing and prosperous villages. When the road was put through there was nothing but pine forests where these busy marts of trade now stand. Hardwood, gypsum deposits and splendid farming lands surround these places and make their future assured.

Prescott and Whittemore, on the Prescott division are both flourishing towns which have practically grown up with the railroad, and Rose City and Lupton on the Rose City division, are similarly situated. Lumbering operations are carried on extensively and the soil is good for farming purposes.

Tawas and East Tawas are two towns in one, having formerly gained prominence as lumbering towns, but now they have developed into commercial and manufacturing centers. At Tawas City are the shops of the D. & M. and just beyond East Tawas is Tawas Beach, one of the finest summer resorts in the west. The land around here is especially rich and farming is being developed rapidly.

Oscoda and Au Sable further north resemble the towns just named, being two in one. Next come Alpena, the largest city on the line north of Bay City, a thriving manufacturing center of 15,000 inhabitants. In addition to the many manufacturing plants which the D. & M. have made possible by furnishing transportation facilities, Alpena has some of the best farming lands in Michigan.

Further north is Millersburg or Ocqueoc, which was laid out in 1895 when the railroad went through and now has nearly a thousand inhabitants. Millersburg has several stores, hotels, mills and public buildings, which are a credit to any town.

Stranger still has been the sudden and marvelous growth of Onaway, which is less than two years old, having started to boom when the road arrived within hailing distance. There are said to be nearly two thousand people here, and it is a typical lumber town, stumps still standing in the streets. Onaway is the present northern terminus of the D. & M. and is one of the busiest villages on the entire line.

In addition to the commercial advantages of the D. & M. it reaches some of the finest hunting and fishing resorts in the state, aside from several magnificent summer resorts, chief of which are Linwood Park, Tawas Beach and Tawas Bay. Tawas Beach is unquestionably one of the coolest and pleasantest places in Michigan. Here a grove of pine and oak containing two hundred acres furnish shade, while the splendid beach, offers unparalleled opportunities for bathing. The point runs out far enough to protect the beach from waves and storms but does not interfere with the breezes. Boating and driving are two favorite amusements with the cottagers. A club house furnishes accommodations for those who do not have cottages.

• The present officers of the Detroit & Mackinac railroad are J. D. Hawks, President, C. W. Luce, General Superintendent and T. G. Winnett, General Passenger Agent. Mr. Hawks' headquarters are in Detroit, Mr. Luce's in East Tawas, and Mr. Winnett's in Bay City. The D. & M. under the able management of these gentlemen has proven to be one of the most successful railroads in Michigan, and while there is still timber enough to keep it busy for ten years more, the development of the farming and manufacturing industries assures it a permanent and prosperous future."

